

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 26 DEC 1934)

Date of writing Report 15-12-34 When handed in at Local Office 15th Dec 1934 Port of Glasgow

No. in Reg. Book 57091 Survey held at Glasgow Date, First Survey and Last Survey 14-12-1934 (No. of Vints 1)

on the Machinery of the Wood, Iron or Steel 55 "VARDULIA"

Tonnage Gross 5235 Net 3602 Vessel built at Port Glasgow By whom Russell & Co. When 1917-3m

Nominal Horse Power 564 Engines made at Lunak By whom Rankin & Blackmore When 1917 (Donkey)

No. of Main Boilers 3 5/8 Owners Ronaldson Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Glasgow Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 150 lbs Managers Ronaldson & Co Ltd. If Surveyed Afloat or in Dry Dock Roman N°3 Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Docking.

(Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and account of damage (the cause of which must be stated) should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons? Not done

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boiler? and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Donkey Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? No

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32 full.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

Vessel placed in Dry Dock. She underwent examination & found good: Propeller, end of stern bush and all underwater fittings.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, as now

state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9,11, R.A.M.S. 9,11, & L.M.C. 9,11, or 2,1,7C 140 lb. F.D., &c.)

seen is in good condition, and eligible in my opinion to remain as classed without

further record of survey.

Survey Fee (per Section 29) £ 19 Fees applied for

Special Damage or Repair Fee (if any) £ Received by me.

Travelling expenses (if chargeable) £ 19

Committee's Minute Assigned

10m 434-Transfer Ink. (The Surveyor is required to sign the copies of the Committee's Minute.)

10m 434-Transfer Ink. (The Surveyor is required to sign the copies of the Committee's Minute.)

10m 434-Transfer Ink. (The Surveyor is required to sign the copies of the Committee's Minute.)

10m 434-Transfer Ink. (The Surveyor is required to sign the copies of the Committee's Minute.)

10m 434-Transfer Ink. (The Surveyor is required to sign the copies of the Committee's Minute.)

